

Option Comparison

corridor options	features			evaluation			
	Street-End Treatments	Street Treatments	Intersection Treatments	Operations	Environment	Safety	Cost
1	 Porous pavement Street-End Treatment	 Minor enhancements to existing roadway	 Four-lane option with landscaped crosswalk area	Good Operations are impacted by four-lane road characteristics. Lack of center turn-lane creates disruption and delay when vehicles wait to turn left onto cross-streets or in and out of driveways. A single Street-End Treatment would reduce turning vehicles, improving operations. 	Good This option keeps the original four lanes of pavement along the corridor. Limited planting strips and trees along the corridor would be installed, to absorb stormwater runoff. 	Good Sidewalks and planter strips create a buffer zone between pedestrians and adjacent traffic. Crosswalk length is reduced at intersections. Bicyclists would utilize the existing wide parking lanes of the corridor. 	Lowest Cost Minimal property impacts for improvements to sidewalks, crosswalks, and landscaping help to keep the costs down.
2	 Cul-de-sac Street-End Treatment	 3-lane configuration with bike lane	 Three-lane option with bike lanes and landscaped crosswalk area	Best Center median and turn-lanes allow left-turning vehicles to wait outside of the flow of traffic, improving roadway efficiency. Two Street-End Treatments would result in improved performance along Rainier Avenue. 	Better Porous pavement for on-street parking, trees and landscaped areas would aid in absorbing runoff. Two intersections would be improved with landscaping. 	Better In addition to improved sidewalks and crosswalks, this option provides a bike lane for cyclists through the corridor in both directions. 	Moderate Cost The addition of bike lanes, a center median/turn lane, and two street-end treatments would result in a moderate cost among the options.
3	 Rain garden Street-End Treatment	 3-lane configuration with bike lane	 Three-lane option with bike lanes, landscaped crosswalk area and tree-lined median	Better Center median and turn lanes allow left-turning vehicles to wait outside of the flow of traffic, improving roadway efficiency. Street-End Treatments at four intersections along Rainier Avenue would benefit corridor traffic, but affect local traffic patterns. 	Best Porous pavement for on-street parking, trees and landscaped areas would aid in absorbing runoff. Two intersections would be improved with landscaping. Street-End Treatments at four selected intersections would provide additional drainage areas. 	Best This options features a wide buffer zone, shielding pedestrians from adjacent traffic. Street-End Treatments would provide local residents with a physical buffer from Rainier Avenue traffic. Bike lanes in both directions are provided. 	Highest Cost Construction of four Street-End Treatments, a center median/turn lane, pedestrian amenities and four intersection treatments would increase property impact and cost.

RATINGS KEY: → Lowest Highest